ABSTRACT

A fuel injection apparatus and a fuel injection control method for an internal combustion engine (10) which performs a direct injection operation for injecting fuel from an injector for cylinder injection (33) into a cylinder and a port injection operation for injecting fuel from an injector for intake port injection (31) into an intake port (13). When a request to change from fuel injection from the injector for cylinder injection (33) to fuel injection from the injector for intake port injection (31) is made, the fuel injection mode is set to a fuel injection mode which can be set for a particular cylinder according to a point of time at which the changing request is made for the particular cylinder. Accordingly, transition to the optimum fuel injection mode is performed in a short time, and a required amount of air-fuel mixture can be obtained. It is therefore possible to suppress fluctuation of torque and deterioration of emission.

Selected drawing: FIG. 2A and 2B